

The Sydney Morning Herald.

FRIDAY, APRIL 3, 1863.

NO. 7746.—VOL. XLVII.

BIRTHS.

On the 1st March, at Cudger, near Cowra, Mrs. Thomas H. Williams, a daughter, Esme. On Saturday, 28th March, at Bathurst, Mrs. G. M. Somers, a daughter.

DEATHS.

On the 28th March, suddenly, Mrs. Davy's Plains Station, Wellington District, Henry John Lance, Esq.

On the 29th March, at his residence, Sutton Forest, Mr. Robert Wallace, formerly of Edgbaston, Birmingham, aged 75.

He was a man of a benevolent family to deplore their loss. He was an old colonist, and greatly respected. His death was occasioned by congestion of the brain, the result of a fall from a ladder.

On the 2d April, at her residence, Petersham, after an illness of ten days, Mrs. Catharine Rowling, the beloved wife of John Rowling, aged 59 years. Her end was peaceful.

SHIP ADVERTISEMENTS.

THE INTERCOLONIAL (NEW ZEALAND) ROYAL MAIL STEAMSHIPS during the ensuing year will leave Sydney each month as under—

FOR NEWCASTLE—CLYDE (HAMILTON) ... 15. N.

FOR SYDNEY—CLYDE (HAMILTON) ... 8. N.

FOR NELSON, FICTON, WELLINGTON, and PORT COOPER (PRINCE ALFRED) ... 26. N.

Returning to SYDNEY about ... 20. N.

IN THE PROVINCIAL SERVICE, NEW ZEALAND—

A SHIP ARRIVED ARRIVAL OF THE SYDNEY STAMSHIP AUCKLAND, and LEAVES THY MANUKAU on the 24th for Taranaki, New Plymouth, Wellington, Port Cooper, Otautau, and Port Chalmers.

FOR NEWCASTLE—RETURNS FROM BLUFF on the 6th, calling at all the above places, and ARRIVES AGAIN AT MANUKAU on 18th of each month.

A Steamer LEAVES AUCKLAND HARBOUR on the 6th, touching at Napier, Wellington, Lyttleton, and Otago.

LEAVING SYDNEY on the 15th, and about the 18th, touching again at above ports, and ARRIVES at AUCKLAND about 28th of each month.

Time tables may be seen at the office, Grattan Wharf, where full information will be given.

IN THE VINE HALL, General Manager.

THE AUSTRALIAN STEAM NAVIGATION COMPANY'S STEAMSHIPS—

TO NEW ZEALAND, LONDON, and PORT SYDNEY—CLYDE (HAMILTON) ... 15. N.

FOR NEWCASTLE—CLYDE (HAMILTON) ... 8. N.

TO ADELAIDE via NEWCASTLE, en route to KING GEORGE'S BAY—STEAMER, on or about

17. APRIL.

TO HUNTER RIVER—GOONABARA, TO-

NIGHT, FRIDAY, at 11; and COLLAROY, MONDAY MORNING, at 7.

To COONABARA RIVER—Steamer, TUESDAY MORNING next.

TO BRISBANE—TELEGRAPH, TUESDAY AFTERNOON, at 3; and UKARA, THURSDAY AFTERNOON, at 3.

To COONABARA RIVER—WILLIAMS, TUESDAY, 16th April, at 8 a.m.

To ROCKHAMPTON—BALCLUTHA, TUESDAY AFTERNOON, at 4.

To PORT DENISON via ROCKHAMPTON—EAGLE, on or about 17th April.

From BRISBANE to IPSWICH—The BRISBANE and the IPSWICH, daily.

From BRISBANE to MARYBOROUGH, and ROCKHAMPTON—CLARENCE three times a month.

SAMUEL CLARK, manager.

H. N. N. N. CO.—NIKAM to the HUNTER, TOMORROW (Saturday) MORNING, at 7, the PATTERSON.

TO MORNING (Saturday) NIGHT, at 11, the MORPHET.

Offices, foot of Market-street.

H. UNDER RIVER NEW-SHEM NAVIGATION COMPANY—Steam to and from the Hunter during the month of April, 1863.

FROM SYDNEY.

On MONDAY, 11th APRIL, the CITY OF NEWCASTLE—CLYDE (HAMILTON), the PATTERSON.

On WEDNESDAY, 13th APRIL, the MORPHET.

On THURSDAY, at 11 p.m., the CITY OF NEWCASTLE.

On FRIDAY, at 7 a.m., the PATTERSON.

On SATURDAY, at 11 p.m., the MORPHET.

A steamer to CLARENCE TOWN direct, every WEDNESDAY, at 7 a.m.

FROM MORPHET:

On MONDAY, at 2 p.m., the PATTERSON.

On TUESDAY, at 7 a.m., the MORPHET.

On WEDNESDAY, at 7 a.m., the CITY OF NEWCASTLE.

On THURSDAY, at 2 p.m., the PATTERSON.

On FRIDAY, at 7 a.m., the MORPHET.

On SATURDAY, at 7 a.m., the CITY OF NEWCASTLE.

P. J. COHEN, manager.

Offices, foot of Market-street.

I. L. LAWA B. S. N. CO.'S STEAMERS

TO WOLLONGONG—MIMOSA, TO-NIGHT, at 11.

KIAMA—MIMOSA, TO-NIGHT, at 11.

SHOALHAVEN—MIMOSA, TO-NIGHT, at 11.

ULLADULLA—KMLA, on MONDAY, at noon.

CLYDE RIVER—KMLA, on MONDAY, at 2 p.m.

MURKIMBA—KMLA, on MONDAY, at 1 p.m.

MEHIMBULA—KIAMA, on WEDNESDAY, at 10 a.m.

WOGONGA (Gulf Diggings)—Steamer on THURSDAY, 16th instant.

A small ticket (not transferable) will be issued at Mr. W. G. Brown's, Kiama, and Shirehaven, 1863/4, available for return on Monday next.

PARRAMATTA STEAMERS.

THREE STEAMERS—THE MANLY BEACH STEAM

SHIP PACKETS—THE MANLY BEACH.

From SYDNEY, at 9 a.m. and 2 p.m.

From PARRAMATTA, at 7 and 11 a.m., noon, and 3 p.m.

Refreshments on board. Steamer fare only £1.6s. 1d. return.

PARRAMATTA STEAMERS.—EXTRA BOAT

TO WOLLONGONG—MANLY BEACH MONDAY.

From SYDNEY, at 9 a.m. and 2 p.m.

From PARRAMATTA, at 7 and 11 a.m., noon, and 3 p.m.

Refreshments on board. Return tickets £1.6s. 1d.

PARRAMATTA STEAMERS.—THE MANLY BEACH STEAMSHIP.

THE C. R. H. S. N. CO.'S STEAMSHIP

AGNES IRVING, to GRAFTON, CLARENCE RIVER, or SATURDAY, at 5 p.m.

T. H. SMITH, F. DYE, Secretary.

Offices, foot of Market-street.

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F. D. KORFF.

S. STAR OF AUSTRALIA—Steam to

BRISBANE, the screw steamer STAR OF AUSTRALIA will sail on the 8th April. Freight £3s. 6d. per ton, and W. and W. BYRNES and CO.

TEAM TO GLADSTONE, and ROCKHAMPTON—

The screw steamer STAR OF AUSTRALIA will sail for Gladstone and Rockhampton, via Brisbane on the 8th April. Freight £3s. 6d.

J. and W. BYRNES and CO.

TO ROCKHAMPTON—The splendid A. T. clipper schooner COLONIST, JOSEPH SCAPLEHORN, master, having the greater portion of her cargo engaged, will have immediate dispatch.

For freight or passage apply on board, Commercial Wharf, Rockhampton, or to THOMAS CROFT, Commercial Wharf.

FOR PORT DENISON, BROAD SOUND and PORT MACKAY.—The clipper schooner TRADE, J. S. LANGLEY, at Hodson and Leale's Wharf, has arrived for a few tons. Shippers are requested to send in their bills of lading to enable vessel to clear.

For freight or passage apply on board, or to W. WILLIAMS, 7, Macquarie-street.

EASTER HOLIDAYS—STEAMERS FOR HIRE.

E. BALMAIN STREAM FREIGHT, flour Co's Wharf.

SHIP ADVERTISEMENTS.

FOR NEWCASTLE—The clipper ship CLYDE (HAMILTON) will sail to Sydney on SATURDAY next, and will sail not later than THURSDAY, the 9th April.

For freight or passage apply to GEORGE A. LLOYD and CO., George-street.

NOV. HOBART TOWN direct.—The clipper schooner BRITON'S QUEEN, 150 ton register, MALCOLM COOPER, master, will sail for the above port on FRIDAY, 10th instant. Has superior accommodation for passengers.

For freight or passage apply to LEARMONT, DICKINSON, and CO., Charles-place.

NOV. VESSEL FOR WANGANUI, New Zealand.—The clipper ship BRITON'S QUEEN, 150 ton register, MALCOLM COOPER, master, will sail for the above port on SATURDAY next, and will sail not later than THURSDAY, the 9th April.

For freight or passage apply to MOLISON and BLACK, 17, Bridge-street.

NOV. VESSEL FOR WANGANUI, New Zealand.—The clipper ship BRITON'S QUEEN, 150 ton register, MALCOLM COOPER, master, will sail for the above port on SATURDAY next, and will sail not later than THURSDAY, the 9th April.

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NOV. VESSEL FOR WANGANUI, New

DEMOCRACY TEMPERED BY DISMEMBERMENT.—No. 3.

RESPONSIBLE government is a pleasant game enough, but its pleasure depends greatly upon the amount of practical benefit it confers, or is expected to confer. It is, however, gratifying to think what a number of persons find pleasure in responsible government. For instance, it is very pleasant for Ministers in *esse*, whose double privilege it is, not only to appropriate a lion's share of the spoils, but also to decorate themselves with the lion's skins of official parade and glorification—it is pleasant for the numerous pack of ministerial jackals, official and non-official, whether in or out of Parliament, who constantly refresh themselves with the taste or prospect of crumbs from the loaves and fishes on the Ministerial table—it is pleasant for Ministers in *posse*, largely endowed with the uncommon gift of a "lively faith," or the still more uncommon gift of infusing such faith into others—it is pleasant for heads of departments, and senior members of the official staff, whose salaries, however, frequently assailed on the ground of principle, yet in practice seem only to root themselves more firmly in the soil accumulated around them by successive inundations of the democratic deluge, and always stand good for "liberal" compensation from an unlimited superannuation fund—it is pleasant for established clergymen of unestablished churches whose former denominational uncertainty of tenure has been lately metamorphosed by the legislative legerdemain of abolition, into the comfortable public security of a vested interest; it is pleasant for patriots whose abounding public virtue is not easily limited to being its own reward, and who accordingly either sigh for dignified retirement and commemoration on the pension-list of a grateful country, or burn to sacrifice their bursting energies, together with those of all their kith and kin, upon the altars of the public service—it is pleasant for "supporters of the Liberal interest" who, by zeal and industry in the "cause of the people" at elections, or by reasonable votes or abstention on behalf of "the people's Ministry," at some "political crisis" or other in Parliament, contrive to qualify themselves for any public situation, from messenger, or trooper in the new police, to Inspector of Prisons, or even—one may now say—Colonial Treasurer—it is pleasant for "liberal reformers" who "astonish the natives" by being suddenly lifted up from the democratic pavement, wherein they were "born to blush unseen," to the dubious privilege of being allowed to "read their history in a nation's eyes"—no matter what their history may chance to be—from the platform of Parliament or a country Bench—it is pleasant for "friends of the people" whose questionable notoriety has been hitherto a bar to their advancement, and who feel that they need no longer blush for antecedents which now constitute their best means of rising in the world, and their highest claim to political and social honours—it is pleasant for publicans who may have lost cast even among publicans by their over anxiety to administer the rites of hospitality to "the people," and who find their profits swelled by the "spread of liberal principles" and their vocation sublimed to unqualified respectability by "liberal" Ministers and amiable members of Parliament—it is pleasant for "hon. gentlemen" who have public debts or mortgages to repudiate, "little Bills" to carry, or commercial speculations to help forward, by the sympathising aid of a "liberal Government," and a reformed or reforming Legislature—it is pleasant for "men of progress" in the "high contracting" line, whose appreciation of the merits of "the best Government we have ever had" is wont to rise and fall with the notification of tenders, the extension of railway lines, and the opening up of internal communications—it is pleasant for public-spirited speculators in cotton associations, gymnasiums, temperance halls, cricket matches, fish ponds, breeds of horses, or princes of the blood royal, whose disinterested endeavours for public advantage, entertainment, or edification, have been, or are to be, duly acknowledged by a "liberal Government" upon the Parliamentary Estimates for no matter what year—nay, it must be pleasant even for such desperate "ultra-democrats," and exceptionable "representatives of the working classes," as the celebrated Gardiner and Co., who, enjoying, as they now do, such a measure of impunity and public importance, as was never vouchsafed to any of their predecessors in the same line of business, during "the dark days" of the olden time, have assuredly some reason to congratulate themselves on the "progress of democracy" under a responsible and "liberal" Government.

On the other hand, it is a pitiable fact, that the colony is not by any means unanimous upon the question. The misguided and ungrateful people of the far interior, appear to take a different view, and, so far from appreciating, betray not only a gross indifference to, but an absolute incapacity to comprehend, the blessings conferred upon them by the responsible and "liberal" Government, as administered in the Middle District. Every now and then, from the extreme North and South of the colony, is heard the ominous murmur of the Separation movement, which, in spite of universal suffrage, in spite of free selection, after having survived the loss of Queensland and Victoria, still goes on exhibiting flashes of fitful vitality in the neighbourhood of the Clarence, and is at this moment flaming up into a decided conflagration beyond the Murramburghs. Of these benighted districts it may be said, as of the Roman hunsbandmen under the despotism of the Caesars,

Qui fortunam nuntiavit, nus si bona nuntit,
but surely, in these days of free discussion, local opinion must have equal, if not paramount authority, upon questions of local interest; and even in the Legislative Assembly, among hon. members having no direct political connection with the districts where the separation movement has taken deepest root, it has never been without its advocates and supporters.

"A house divided against itself," it is written, "cannot stand," and the anomaly of a self-governing colony divided against itself as to the beneficial results of self-government, must perplex even "the liberal understanding," to which, as everyone knows, scarce any problem comes amiss. Where is it all to end? If this sort of thing goes on, what is to become of Australian nationality, or even of Australian federation? To have been separated from the first, or as it were, congenitally, might imply no centrifugal tendency—nay, might, on the contrary, point to a common focus, a centre of fusion. To separate arbitrarily, without good reason, or any reason assigned, might impel or necessitate reaction. But to separate on the assumption, or admission, of hostile or divided interests, is not this to commit us to a portentous future of irreconcilable feuds? Are we too going the way of our Western brethren—ranging Federal against Confederate in blind contradictory antagonism—plunging headlong into the frosty mænstrum of dissolving nationalities? Oh! Democracy! Democracy! is it indeed thy mission to dismember? Mighty march of the peoples, is thy path towards national disintegration? By her too consistent

autonomy Greece fell to pieces. Are we Anglo-Saxons also doomed, by the very steadfastness of our democratic-liberal principles, to exemplify the same incapacity for cohesion? While France, whose very Emperors always profess democracy—while Russia, whose endogenous democracy has reached its last development in the late emancipation of the serfs—are held together by the grim unity of inconsistent despotism, must we be bound to powder by the multitudes of conflicting interests, because our democracy, too consistent with itself, is unable to furnish us with Government? But so must it ever be. The laws of consistency are fatal, whether as regards nations or individuals. We cannot, with absolute impunity, attempt the unattainable. It may be glorious even to fall in pursuit of a sublime ideal, but in failing we risk destruction, and the glory is liable to be bought with bruises and with wounds. For ever in the wake of all political progression follows some inexorable consequence, which blocks up behind us all the avenues of retreat. Democracy stands committed in this colony to representative Government. And representative Government, above all other modes of Government, involves the idea of universal justice—includes recognition and provision for the rights and interests of all. Strictly speaking the distinction between rights and interests does not exist under representative institutions. We are apt to fancy that democracy annihilates, or will annihilate, all differences of interest. This may be the case, in a measure, with what are called class interests. But local interests remain, imperishable as the earth itself. In this colony, under the auspices of liberal Government, certain local interests are found to be arrayed in apparent antagonism to each other. The question of border duties, without going further, is a proof of this. The antagonism must be reconciled, by equitable compromise, or by comprehensive legislation, otherwise representative Government is a farce, and leaves us no choice between dismemberment or virtual despotism.

X.

WINDSOR.

[FROM OUR CORRESPONDENT.]
PRE-BYZANTINE INDUCTION.—According to appointment by the Presbytery of Sydney, the Rev. David Moore, who has lately been called to the pastorate of the Presbyterian Church, Windsor, was formally installed on Tuesday evening last. The devotional services commenced at 7 p.m., and were conducted by the Rev. James M. Craig, who preached an excellent discourse from 1 Corinthians, v. 23 and 24. The Rev. Dr. Fulerton addressed the congregation on the nature and scriptural authority of the Presbytery in form of Church government and worship. The Rev. Thomas Craig, moderator, put the usual questions, offered up the collection, and M. Moore, who was the newly induced minister and the congregation on the importance of the duties and responsibilities devolving severally upon each; and, after the singing of a psalm, and the pronouncing of the benediction, the ceremonies were concluded.

In the evening a soiree or social congregational tea took place in the church. Fourteen ladies had tables, and about 150 persons were present. The church was tastefully decorated with some artificial flowers, and the whole passed off very pleasantly. After the removal of the beverages, Dr. M. Moore, M.L.A., occupied the chair. Interesting addresses were then delivered by the Revs. Dr. Moore, Dr. Fuller, G. Macle, James Cameron, and Thomas Craig; and some pieces of music were expertly sung by the choir. Dr. Shaw moved a vote of thanks, and the services were closed with a benediction. A similar compliment, on the motion of the Rev. Mr. Moore, was passed to the choir and the chairman, and the entire proceedings were closed by the singing of the doxology and the pronouncing of the benediction. At the termination of Mr. Craig's address (who, during its delivery, handed Mr. Moore a cheque for his first month's Government salary), a collection was made. The gross proceeds of the affair were £100. Place interesting a meeting of the kind has not taken place in Windsor for some time, and it is to be hoped, such reunions will be of more frequent occurrence.

QUEENSLAND.

By the Star of Australia, we have Brisbane papers to the 25th ult.

The *Queensland Guardian* states that a public meeting of squatters has been held in the Warwick district. Great excitement had been caused by the appearance of the Native Police at the docks in New South Wales. A memorial is to be presented to the Government on the subject, inviting immediate and earnest attention to this serious malady, to prevent its introduction and spread in Queensland.

The *Townsville Chronicle*, advertising to the caterpillar post in that district, says:—"The abundant supply of grass that we have been favoured with is threatening to be completely destroyed by these destructive hordes. We are in a state of alarm, and are anxious to have the Native Police removed. After the removal of the beverages, Dr. M. Moore, M.L.A., occupied the chair. Interesting addresses were then delivered by the Revs. Dr. Moore, Dr. Fuller, G. Macle, James Cameron, and Thomas Craig; and some pieces of music were expertly sung by the choir. Dr. Shaw moved a vote of thanks, and the services were closed with a benediction. A similar compliment, on the motion of the Rev. Mr. Moore, was passed to the choir and the chairman, and the entire proceedings were closed by the singing of the doxology and the pronouncing of the benediction. At the termination of Mr. Craig's address (who, during its delivery, handed Mr. Moore a cheque for his first month's Government salary), a collection was made. The gross proceeds of the affair were £100. Place interesting a meeting of the kind has not taken place in Windsor for some time, and it is to be hoped, such reunions will be of more frequent occurrence.

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THE NAVY OF THE FRENCH EMPIRE.
(From the Boston Commercial Bulletin.)

Paris, November 30, 1862.

MR. EDITOR.—I promised you a full report on the state of the French navy, and having again visited their dockyards and arsenals, I am happy in being able to give it to you. Although I had the ministerial permission to visit all the dockyards of the Empire, yet I found the greatest difficulty in obtaining the permission of the admirals commanding the different stations, but at last I succeeded.

APPROPRIATIONS.

In the year 1855, a commission composed of the most able men of each department of the French navy, considered the organisation which it would be proper to give to the Imperial navy, and a report of the Minister of Marine, approved by the Emperor, contains a complete list of the ships composing the French navy, with the strength of each ship in guns and horse power, and no doubt this report is in the hands of our Government.

The same report gives also the number, and strength in guns and horse power, of the ships which are to be built from year to year till 1870. The credits necessary to carry out these plans were voted in 1857, and the plan fixed upon was then to be executed and accomplished in 1867, at which time the French navy was to be composed (besides a large number of ships of inferior classes) of

Steel line-of-battle ships of first class... 15
Ditto second class... 25
Total... 40

IMPROVEMENTS.

Since then experience has pronounced in favour of iron-cased frigates, and it has been decided by the Imperial Government that the plan fixed upon in 1855 is to be carried out to the letter, with the difference of putting iron-cased frigates instead of line-of-battle ships.

This transformation of the French navy (if war should not accelerate the process) will be completed in 1870, and the principal fighting parts (for aggressive purposes) of the French fleet will consist at that time in 40 iron-cased frigates of the first class, varying in armament from 36 to 52 guns (all rifled and breech-loading), having a horse power of 900 to 1200, and all possessing a superior speed exceeding 12 knots per hour.

Whatever improvements may be made in the meantime in naval architecture, the same plan will be carried out with such slight modifications as will be stated and tested experience will show it to be desirable and necessary to adopt, in order to always secure to France the rank of a first-class naval power.

After all that I have seen, it is my firm conviction that France is the first naval power on the globe, and further, that no other power will possess at the end of another year a fleet capable of coping successfully with the French iron-cased fleet on the open sea.

ESTIMATE OF EXPENSES.

The estimate of the French navy expenses, for the year 1863, is as follows:—

SECTION 1.
Central administration (personnel)... fr. 1,059,000
(materials)... 267,300
Council, general inspection and control... 486,777
fr. 1,812,977

SECTION 2.
Pay of officers and crews... fr. 27,035,800
marine troops... 6,652,810
Different administrations and agencies... 5,953,725
Pay of masters, leading men, watchmen... 2,766,012
Hospitals... 2,354,658
Victualls... 13,748,900
fr. 60,411,911

SECTION 3.
Pay of workmen in the yards... fr. 17,000,000
General stores for the fleet... 34,954,000
Hydraulic works and civil buildings... 8,012,000
Powder... 475,412
fr. 60,441,412

SECTION 4.
Maritime tribunals... fr. 147,500
Naval schools and purser's of the navy... 210,000
Hydrographic and scientific service... 400,000
Purchase of books and cost of printing... 489,400
Travelling and different expenses... 2,277,660
Temporary expenses... 160,000
Convicts... 128,000
fr. 2,752,620

SECTION 5.—COLONIES.
Civil and military service... fr. 14,461,600
Materials (civil and military)... 3,044,500
Penitentiary service (Guyane)... 4,942,800
Local service... 2,223,500
fr. 24,692,400

Total of estimated expenses for the navy and the colonies... fr. 161,111,320

These estimates have already been found to be not sufficient to cover the probable expenses of the navy in 1863, and therefore an additional grant has been made to cover the expenses. This grant is added to section 3, and allows for

General stores of the fleet... fr. 12,500,000
Hydraulic works and civil buildings... 4,500,000
fr. 17,000,000

In this additional grant are included for—
The purchase of timber... fr. 1,500,000
Ditto of iron... 3,000,000
For construction of ships in private establishments... 2,000,000

The latter items give proof of two facts:—That the French Government continues to give the preference to wooden, and against iron ships, and therefore intends yet to increase its already immense stock of timber; and that the iron-cased ships are to be completed with greater rapidity than was originally contemplated. Therefore the large additional grant for the purchase of iron. I am confirmed in this view by the order given a short time ago by the Minister of Marine to complete all the iron-cased ships on the stocks by the middle of next year. With the present relations existing between France and the United States, this fact is of high importance and looks rather ominous.

To return to the estimate, we find that all the grants for the navy for 1863, deducting those for the colonial service, amount to 145,418,920, being twenty millions of francs in excess of the naval budget for 1860.

The sum allowed for the purchase of the principal materials for naval construction use will be found in the following table:—

Timber (transportation not included)... fr. 45,000,000
Iron and metals of all kinds... 10,821,000
Hemp, rope, sailcloth, oakum, &c. 2,520,000
Pitch, tar, oil, tallow, soap, &c. 2,300,000
Coal and combustibles (transportation not included)... 3,100,000
Cloth, wove articles, &c. 250,000
Different articles... 325,000
Total for purchase of materials... fr. 25,666,000

For purchase of steam-engines and all kinds of ready-made stores (from private industry) for naval construction use... fr. 10,215,000

Construction and repair of ships in private establishments... 4,100,000

Total cost of transportation of material to the naval arsenals... 3,710,000

Total cost of the elements of the material for the armament of the navy amount to 2,400,000

The large amounts granted for the purchase of rough material, notwithstanding the immense amount of stores on hand, show the intention of

the French Government to be prepared to meet the possible exigencies or suddenly increased armaments.

STEAM NAVY OF FRANCE.

The steam navy of France at the present moment—November, 1862, is composed as follows:—

Class.	Afloat.	Building.	Total.
Line-of-battle ships	36	1	37
Iron-cased frigates	6	10	16
Screw frigates	25	4	29
Corvettes	8	1	18
Destroyers (sloops)	35	1	36
Ditto ditto	88	5	93
Iron-plated floating batteries	14	7	21
Guncrafts	53	5	58
Transports	34	9	43
Total.	325	42	367

SAILING NAVY OF FRANCE.

The sailing navy of France consists at present of

Class.	Afloat.	Building.	Total.
Ships of the line	7	—	7
Frigates	23	—	23
Corvettes	12	1	13
Brig	19	2	21
Small vessels	26	—	26
Transports	32	—	32
Total.	119	3	122

STOCK OF MATERIAL ON HAND.

To make it possible for the French Government to carry out the plan for the transformation of the navy, notwithstanding a long war preventing the importation of all kinds of material necessary for the construction of ships, the stock of iron, timber, and coal has been increased by fully one half over the amounts fixed by the navy regulations to be kept on hand.

Thus, the stock of timber on hand is sufficient for a 7½ years' consumption: that of masts for a 30 years' ditto; that of small masts for a 10 years' ditto; that of iron for a five years' ditto; that of copper for a five years' ditto; and also for almost every other article in a similar proportion.

ON HAND, JANUARY 1, 1861.

Timber.	Unit.	Regie.	French Measure.
Oak of all kinds	Stems.	171,000	249,793
Pine and resinous timber	—	65,692	61,023
Masts	Number	15,000	15,288
Hemp	—	10,000	8,190
Lead	—	25,000	22,159
Iron	Stems.	12,000	8,821
Others	—	12,000	4,240
Total.		260,612	316,916

A * stem is equal to a metre-cube, or about 36 cubic feet.

THE CONSTRUCTION OF IRON-PLATED VESSELS.

The construction of such vessels would be as great an exaggeration as was the construction of a great fleet of Monitors, which I know, will be acknowledged are only fit for harbour defence, and which leave our navy of sea-going ships just as it was before we contemplated the construction of iron-cased ships.

THE CONSTRUCTION OF IRON-PLATED VESSELS.

The fact of the safe arrival of the iron-cased frigate Normandie at Vera Cruz has dispelled all doubts that were expressed with regard to the possibility of iron-cased ships crossing the Atlantic. She is wooden built and coppered, performed admirably, and proved to be an excellent sea vessel; she sailed comparatively easy, and will, after lying four months at Vera Cruz, have preserved her original speed of 13½ knots, while an iron-cased ship (like the Couronne) would, in the same time, from a foul bottom, attain a speed of no more than eight knots per hour.

This was the reason that the Normandie was substituted for this expedition instead of the Couronne, which ship had already had orders to proceed to Vera Cruz. The Gloire and her sister ships, and also the Couronne, have engines of 900 horse-power, and are armed with 36 rifled 30-pounder guns throwing shot of 70lb. weight, but breech-loading rifled 30-pounders are being substituted.

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